

CHANGE OF MINISTRY IN JAPAN.

The Japanese Consul at this post received a telegram from his Government last night to the effect that Marquis Ito's Cabinet resigned yesterday and a new ministry has been formed as follows:—

Count OKUMA, Prime Minister and Minister for Foreign Affairs.
Count ITAKAKI, Minister for Home Affairs.
Mr. M. MATSUDA, Minister for Finance.
Mr. M. OSHI, Minister for Commerce and Agriculture.
Mr. Y. HAYASHI, Minister for Communications.
Mr. Y. OKAKI, Minister for Education.
Mr. Y. OHGASHI, Minister for Jurisprudence.
Both war and Naval Ministers remain as before.

THE ROYAL HONGKONG GOLF CLUB.

PROFESSIONAL PAIRS TOURNAMENT.

Fourteen couples entered, and in the latter half of June some interesting matches resulted. The winners of last year were again at the head of the list, after having defeated their opponents in the semifinal, and on replaying the match defeating them after a close game by 2 up and 1 to play.

FIRST TIES.

Mr. E. E. Deacon and Mr. J. F. Noble (bankers), a bye.

Messrs. C. H. Grace and W. Taylor (condemners), allowing Capt. Hibbert and Lieut. Lethbridge (army) 4 strokes, were defeated by 6 up and 4 to play.

Messrs. A. S. Anton and A. J. McClellan (bankers), allowing 3 strokes to Messrs. W. J. Saunders and G. T. Veltch (insurance), won by 5 up and 3 to play.

Messrs. P. A. Cox and G. Millward (shipping), receiving 1 stroke from Messrs. G. W. F. Playfair and H. Pinckney (bankers), were defeated by 5 up and 4 to play.

Messrs. G. Stewart and M. Stewart (guano), receiving 3 strokes from Dr. J. A. Lawson and Capt. R. Ramsey, R.N. (civil service), won by 5 up and 4 to play.

Messrs. C. W. May and P. de C. Morris (bankers), allowing 3 strokes to Messrs. H. L. Dalrymple and C. A. Tomes (merchants), by 3 up and 4 to play.

Capt. Montgomerie, R.N., and Com. Taylor, R.N. (navy), allowing 4 strokes to Messrs. A. Smith and E. F. Mackay, won by 6 up and 4 to play.

Dr. J. M. Atkinson and Mr. H. P. Tecker (civil service), a bye.

SECOND TIES.

Capt. Hibbert and Lieut. Lethbridge, allowing 2 strokes to Messrs. E. E. Deacon and J. F. Noble by 3 up and 1 to play.

Messrs. A. S. Anton and A. J. McClellan, allowing 4 strokes to Messrs. G. W. F. Playfair and H. Pinckney, won by 4 up and 3 to play.

SEMI-FINAL.

Capt. Hibbert and Lieut. Lethbridge, receiving 5 strokes, defeated Messrs. A. S. Anton and A. J. McClellan by 4 up and 1 to play.

Messrs. G. Stewart and M. Stewart, receiving 4 strokes to Messrs. G. W. F. Playfair and H. Pinckney, won by 4 up and 3 to play.

The Naval representatives, who stood a very good chance of being in at the finish, were unfortunately obliged to scratch owing to H.M.S. *Bombardier* being ordered away to Manila.

Two of the civilians likewise scratched on account of the indisposition of one of the pair.

CAPTAIN'S CUP FOR JULY.

This competition is fixed for Saturday, July 3rd, to Monday, July 11th, and the QUARTERLY MEETING FOR THE MACKENZIE CUP, &c., will be held at the end of the following week.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

THE TYPHOON.

SIR,—From time to time during the past decade I have been a periodical visitor to this port and in common with others of my profession have had cause to both bless and curse the "look-out man" who studies the sun, the moon, the stars, the tides and goddess knows what else besides with a view to furnishing the Colony with "Typhoon Warnings." Casual and, sometimes, vicious have been the criticisms indulged in at the expense of the official responsible for storm warnings issued from the Hongkong Observatory, and I have been told that he was a little out in his calculations. But I cannot remember—possibly I was at sea when it was published—any credit being given to the gentleman who has to be up night and day watching indications of a typhoon advancing on the colony, or observing what he believes to be indications of an approaching cyclonic storm when he succeeds, by his skill, his perseverance and knowledge obtained by research and unceasing toil, in localizing a typhoon and giving as all timely warning of its approach. Doubtless hundreds of thousands of dollars worth of property and scores of valuable lives have been saved by the timely warnings emanating from the Hongkong Observatory. Yet there is no praise; no thanks. It is said—"Oh, he has only done his duty properly, at last." It is not considered by such hard-to-please people that the best of us may make mistakes and that it is highly probable that there is no employed by the Government of Hongkong more exposed to hostile criticisms as the meteorological observer whose special duty it is to give timely warning of approaching storms. But let leave the Past and view for moment the Present. What has the Observatory accomplished in connection with the storm that raged here last night and it, as I write, still making things pretty lively in the harbour. I contend that this achieved a great success. Mr. Figg, or whoever it was that issued the first warning last Tuesday is to be congratulated and heartily thanked for his work the more so because we are now cut off from Manila, a most important point where warnings are obtainable. It appears evident that Mr. Figg detected this typhoon when it was between 400 or 500 miles distant from the Colony, that he "kept the run" of it as well as that he was in a position to fire the "typhoon gun" at the proper moment. He gave good and timely warnings, thus causing a considerable saving of life and property.

I trust, Sir, you will grant space for these comments, and although some carrying critics may "take it up" I am confident all fair-minded and impartial critics will say that this note does no more than honour, in a mild way, one to whom honour is due.

Yours faithfully,
NAUTICUS.
Hongkong, 1st July, 1898.

THE PHILIPPINE ISLANDS.

The islands were discovered by Magellan in 1521, and Manila, the capital, was founded by Legaspi in 1571, and since that time they have been under the dominion of Spain. Their conquest and retention was in marked contrast to the usual Spanish methods of dealing with conquered people, methods of which Cortes and Pizarro are the chief exponents. Legaspi with six Augustinians and a handful of soldiers accomplished the wonderful work of conquest. Without greed for gold and without any exhibition of cruelty or persecution, these devoted men laboured among the docile people until they won their confidence, and that the islands were seized with little bloodshed and no massacre and depopulation. The name "Las Filipinas" was given by Legaspi in 1565. Content with frontier rebellions, attacks by pirates, earthquakes and typhoons serve to break up the monotony of an otherwise successful history. Manila was captured by the English under Draper and Cornish in 1762, and ransomed for \$5,000,000 but was restored in 1763. The present insurrections in the islands were put down with an iron hand and many atrocities were committed, so that it is little wonder that many of the inhabitants look upon the arrival of the Americans as a deliverance.

While none of the islands have very high mountains (the highest Apo, in Mindanao, being over 9,000 feet), still all the islands may be described in general as mountainous and hilly. Volcanic forces have had a large share in shaping the archipelago, but few of the peaks are now volcanic. In 1814 a terrible eruption destroyed 15,000 people at Camalig, Budia, Ibay, Guinobatan and Daraga. In 1827 the same district was visited with another eruption. The Philippines are also notorious for terrible typhoons. In 1876 one of the most disastrous ever poured down the sides of the mountain Mayon, bringing destruction to a number of cities, completely ruining 6,000 houses. Typhoons on the coast are also common. The third great evil to which the islands are treated is the earthquakes, which visit them so frequently that they affect the style adopted in the erection of buildings. The most violent earthquake occurred in 1880, destroying an immense amount of property, including the cathedral. The Philippines islands are peculiar in having three seasons—a cold, a hot and a rainy season, extending from November to February or March. The winds are northerly and westerly, blowing a fair breeze, the sky is clear and the air bracing, and Europeans in this strange climate consider it the pleasantest time of the year. The hot season lasts from March to June, and the heat becomes oppressive and thunderstorms of terrific violence are frequent. During July, August, September and October the rain comes down in torrents, and large tracts of the lower country are flooded.

Manila lies on the western side of the island of Luzon and is about 60 miles from Hongkong. It has one of the most beautiful and beautiful harbours in the world. The shores are beautiful and can be seen the outline of mountains. The city of Manila resembles a dilapidated fortress surrounded by stone walls 300 years old. There is also a wide, shallow moat. The gates are never closed and it is doubtful if the city could make any defence. There is also an old fort. Several creeks branch off from the landlocked bay and afford a means of communication with the suburbs. These creeks are crossed by innumerable bridges, and canoes thread their way through these narrow waterways, which somewhat resemble a tropical Venice. Around the walls and the edge of the bay is a fashionable drive lined with almond trees. It is here that the well-to-do inhabitants walk, drive, and meet their friends. Of nearly 300,000 people in the province there are not more than 5,000 Spaniards. One of the most curious sights to the traveller who comes from China are the large two-wheeled drays drawn by so-called water buffaloes. These are guided by a ring through the nose, to which is attached a cord leading back to the driver, who either mounts on his back or rides on the shafts. The weight of the load is borne on the neck by means of a yoke. The beasts are docile and their chief delight seems to be to wallow in the mud, and to submerge themselves so that only the nose is out of the water. The water buffalo is particularly valuable to the inhabitants as a beast of burden, as it can drag a plough and can walk while knee deep in mud. The milk of the female is very generally used instead of cow milk, but its milk is unfit for food. In the two best streets of Manila there are excellent stores in which goods of all kinds can be purchased at moderate prices, many of the merchants being Chinese. The churches must have been imposing buildings years ago before they were shaken and in some cases wrecked by earthquakes. They contain no works of art of any value. The dwelling houses in Manila are constructed with a view of shutting out the intense heat of the summer. The houses are rarely more than two stories in height, owing to the ravages of earthquakes. Glass is of course unknown, as the earthquakes would shiver every pane.

Strange to say, I find in the old city does not present many points of interest to the traveller, for the streets are narrow and the houses solid and gloomy. It is a marked contrast to the business-like cities of South America. The Spaniards born in the Iberian Peninsula look down upon those born in the islands, so that class distinctions are very closely drawn. This has resulted in the failure to make political combinations. Having no industry of the sort, the Chinese coming in for a large share of their disfavours. The theatres are poor, concerts are rare, and there is no library, and their amusements are mostly limited to hearing the band play, attending balls on Sundays and cock fights. The cockpits are licensed by the government, and, though the betting is limited by law, the citizens will not hold to it. The revenues of the islands are furnished by direct taxes on every Indian, half-breed and Chinese. The dress of the natives is exceedingly picturesque and is never adopted by the Spaniards. Cigar makers in and around the city of Manila number 25,000, and they are all girls and women with the exception of 1,500 men. They present a picturesque appearance with their native costumes and huge hats intended to protect them from the rays of the sun. They make their cigars reclining on their heels or sitting on bamboo stools two inches high. They frequently come from the distant distances, going back and forth in boats. Tobacco has always been and probably will continue to be the most important product of the Philippines; and, according to the old laws, the Indians were compelled to raise tobacco in certain regions which were not adapted to growing it, even to the exclusion of other crops, but in 1853 the laws were repealed and the result was the securing of finer tobacco and better cigars for they are now made at a higher rate, and the wants of the natives are few and are easily supplied. They live along the banks of the rivers in huts made of bamboo and cane thatched with palm leaves. Some of the views in the suburbs of Manila are enchanting.

Scientific American.

Doubtful. Spendley.—Well, if my money should go, dearest, you'd still have me!

Mrs. Spendley.—Don't you be too sure about that!

NOT AND A.

CALENDAR.

JULY.
Meteorological means based on ten years' observations to 1895.
Barometer 29.867
Thermometer 75.2
Humidity 84.0
Rainfall 15.0

TO-DAY.
WEATHER REPORT.
On July 1st, 1898.
Barometer 29.64
Thermometer 80
Humidity 84
Rainfall 1.04

TO-DAY.
Friday, 1st July, 1898.
High water—Morning 5hr. 51min.
and 8hr. 51min.
Low water—Morning 1hr. 19min.
Afternoon 1hr. 48min.

ANNIVERSARIES.
1690—Battle of the Boyne.
1801—First at-sea on the Thames.
1844—Mr. H. C. Sirr, the first Hongkong barrister arrived.

1854—Meeting of the first Cape Parliament.
1857—Hakodate, Kanagawa and Nagasaki opened to foreign trade.
1863—Princess Alice married.
1875—Green Island Light first exhibited.
1893—Two Swedish missionaries murdered near Hankow.

1896—Reported discovery by Dr. Yersin of the cause for plague.

TO-MORROW.
Saturday, 2nd July, 1898.
Moon—Maximum Declination S. 5hr. 30m.
High water—Morning 6hr. 11min.
and 9hr. 10min.
Low water—Morning none
Afternoon 8hr. 51min.

ANNIVERSARIES.
1840—Amoy found and a fleet of junks destroyed.
1840—H.M.S. *Blonde*.
1840—Sir Robert Peel died.
1857—Lord Elgin arrived in Hongkong.
1873—French Expedition from the Hongkiang arrived in Hongkong.
1881—Assassination of President Garfield.
1897—Banquet given to the Russian Ambassadors by the Empress Dowager.

SHIPPING AND MAIL NEWS.

MAILED DUE:
Australian (*Guthrie*) and prox.
Indian (*Sulawesi*) 5th prox.
French (*Albatross*) 6th prox.
Canadian (*Empress of Japan*) 12th prox.
American (*Belice*) 17th prox.

THE C. N. Co.'s steamer *Changsha* from Australia ports left Fort-Duwin 30th June and is expected here on or about Saturday 9th July.

The Canadian Pacific Railway Co.'s steamer *Empress of India*, arrived at Amoy at 9 a.m. on Thursday the 30th June and left at 3 p.m. of same day for Shanghai.

The Canadian Pacific Railway Co.'s steamer *Empress of China* from Hongkong arrived at Vancouver at 1 p.m. on Wednesday the 29th June.

HONGKONG AND WHAMPOA DOCK RETURN.
Yildora Post at Kowloon Dock
Falco " "
Ningchow " "
Germania " "
Glenora " "
Dor at Commopollan "

NO BUILDING BIG ENOUGH.

Probably the two women whose names we are about to mention (by their good will and consent) never saw or even heard of each other. A broad bit of sea-water rolls between the places where they severally live. Still, the world is getting smaller every day, and it is quite possible they may meet; if they do, they will have a common subject for conversation. Without waiting for that, however, we will receive into the secret (so far as it is a secret) right on the spot.

The first lady to be named resides at Bishop's Norton, near Kington, Lindsey, Lincolnshire, and in a letter dated the 18th of the blustering month of March, 1895, she says, "I trembled from head to foot."

This would scarcely be worth mentioning if it had been simply the result of a fright and therefore bound to pass off in a few minutes. But it lasted for a long time and did not arise from a fright or from any other form of excitement. It meant sheer weakness and a wholesale upsetting of the nerves. "I was constantly sick and dizzy," says, "I had no appetite, and the effect of what little I did eat was to do me harm and gave me so much distress that after a time I hardly dared touch any food or drink. During this period I may just mention that I was terribly constipated, intervals of ten days sometimes elapsing between the actions of the bowels. No lot of three or four times a day, as I used to have, and I became more feeble and prostrated day by day. My illness began in August, 1892, and after four months' suffering I was completely cured in December by your remedy. Indeed it was not necessary for me to take quite one bottle. If any one who reads this little statement of mine wishes to know more about my case, I will be glad to furnish inquiries." (Signed) Mrs. M. G. Whigham.

The second lady, writes from her home No. 12, Horpian Buildings, College Road, Court, dating her letter the 27th of the sunny month of June, 1895. She says, "Everything was a trouble and a burden. For nights together I got no sleep. I couldn't bear the noise of the children. I had not desire for company. I wanted to be alone in my misery. I often thought I was going to die. I was in this way for nearly twelve months."

Now this was bad; very, very bad. When a woman cannot bear the noise of her own children—which of all noises is least observed by a mother's ear—why, her nerves are, as we might say, all gone to the devil. And, inasmuch as the nerves are only a part of the body, it follows that the whole system is badly out of order. And so it was. "The complaint," she says, "came on in October, 1890." It was marked by failure of the appetite, pain and weight in the chest after eating, a sinking feeling at the pit of the stomach, biliousness, fatigues, and other signs with which the readers of these articles are so sadly familiar.

Of the progress of the malady and how low it reduced her she has already spoken. The end of it all—a happy end, thank Mary—was like this. "In September, 1891," she says, "my husband persuaded me to try a medicine he had heard and read so much about. I did so, and soon found relief that none of the other medicines I had used were able to give me. My lost appetite came back, and my food digested easily and strengthened me. You hardly need be told that I continued taking the medicine, and soon felt well as ever. I was in my life and have since nothing since. Yours truly, (Signed) Mrs. Lucy Carroll."

Women, like men, never agree on all the topics which come up in conversation. It would be a dull world if they did. But these two will agree that they were afflicted with the same complaint—Indigestion and dyspepsia, and that Mother Selig's Cornish Balm, which restored them both to health, is one of the very best friends in time of trouble that their sex ever had.

And what is more, if all the women in this kingdom who think the same were collected in one meeting, no building big enough would be found to accommodate them.

Consignees.

ANTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC."
are hereby notified that their Goods are being landed and stored at their risks in the Company's Godowns at Wharf, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining undelivered after the 3rd July will be subject to rent.
No Fire Insurance will be effected.
J. S. VAN BUREN,
Agent.

Hongkong, 27th June, 1898. [1-2]

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, ROTTERDAM AND SINGAPORE.
THE Steamship

"KENDAL CASTLE."
having arrived from the ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 30th instant will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 7th July, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 p.m.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by

HARLING, BUSCHMANN & MENZELL,
Agents.
Hongkong, 28th June, 1898. [800]

NORDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.
S.S. "BAYERN."

THE above named steamer having arrived, Consignees of cargo are hereby informed that their goods, with the exception of Opium, Tea, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional cargo will go on to Shanghai unless notice to the contrary be given TO-DAY at Noon.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 4th and THURSDAY, the 7th July, at 9:30 A.M.

All claims must reach us before the 13th July, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by

MELCHERS & Co.,
Agents.
Hongkong, 28th June, 1898. [1-2]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"CHINGWU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriter before Noon on the 6th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 6th July at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th July will be subject to rent.
Bills of Lading will be countersigned by

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 30th June, 1898. [1-2]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship

"INDRAPURA,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

Cargo remaining undelivered after the 7th July will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 14th July, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.
Hongkong, 30th June, 1898. [1-2]

MITSUI BUSSAN KAISHA.

No. 6, in House Street, Praya Central.

Head Office—TOKIO.
Branch Office—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

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Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills, Japan.
Cotton Cleaning and Wring Co., Shanghai.
Onoda Cement Company, Japan.
Kansai Cement Company, Japan.
The Nippon Cotton Spinning Mill, Japan.
Tokyo Cotton Spinning Mill, Japan.
Hakata Clinker Factory.
Singapore, 11th December, 1898. [1-2]

Intimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

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BORDEAUX.

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Bordeaux, 1862, Paris, 1869.

LIQUOR

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A. KERMANN.

THIS LIQUOR is employed with
success to restore the FORCES
OF THE STOMACH AND FACILITATE
THE DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MONSIEUR DE DR. GOLLZ
CREME DE MANDARINE.

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Apply to Messrs. DODWELL, CARLILL & Co.,
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DUNLOP TYRES' BICYCLES—PRICE, \$18.
A special reliable Watch made for this Climate.

Quality A \$16
Quality B \$12
Quality C \$8
16, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office.

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
15, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [24]

F. BLACKHEAD & CO.,

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AND GENERAL COMMISSION
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SOAP MANUFACTURERS.

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MARINE GLASSES and SPYGLASSES.
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MEE CHEUNG,

PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.

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modious Premises, to eclipse, at his residence,
ALL PHOTOGRAPHIC ART PRACTISED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
[1-2]

To be Let.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKIO MARU.....	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY and MELBOURNE	TO-MORROW, and July, at Noon.
SANUKI MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	TUESDAY, 5th July, at 4 P.M.
MATSUMOTO MARU.....	KOBE and YOKOHAMA	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU.....	VLADIVOSTOK, VIA SHANGHAI, CHUNGKING, CANTON, NAGASAKI, FUSAN and GEMAN	FRIDAY, 8th July, at 4 P.M.
RIOJUN MARU.....	SEATTLE, WASH., U.S.A., VIA KOBE and YOKOHAMA	THURSDAY, 14th July, at 4 P.M.
HIKATA MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Transhipping Cargo for JAPA PORTS, PENANG, COLOMBO and PORT SAID	TUESDAY, 19th July, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 1st July, 1898

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAIYUN."
Captain Hodgins, will be despatched for the above Ports on SUNDAY, the 3rd July, at Daylight.
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 30th June, 1898. [86]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TSINAN."
Captain Ramsey, will be despatched on MONDAY, the 4th July, at 1 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 29th June, 1898. [77]

HAMBURG-AMERICA LINE (EAST ASIATIC SERVICE).
FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, COPENHAGEN, LONDON, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship

"ARMENIA."
Captain Magin, will be despatched for the above Ports, on MONDAY, the 4th July.
For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 23rd June, 1898. [77]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG."
Captain Osterbridge, will be despatched as above on WEDNESDAY, the 6th July, at 4 P.M.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 30th June, 1898. [80]

FOR COLOMBO, SINGAPORE, HAVRE AND HAMBURG.
(Calling at NAPLES if sufficient inducement offers.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, COPENHAGEN, LONDON, LIVERPOOL and BREMEN.)

THE Steamship

"DELLA."
Captain E. Christensen, will be despatched for the above Ports on or about the 6th July.
This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to SIEMSEN & Co., Agents.
Hongkong, 24th June, 1898. [78]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADLAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR."
Captain McArthur, will be despatched for the above Ports on THURSDAY, the 7th July, at Daylight.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
Qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 30th June, 1898. [80]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PRIAM."
Captain Jackson, will be despatched as above on MONDAY, the 13th July.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 24th June, 1898. [78]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON VIA STRAITS.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"MOYUNE."
Captain R. Conrad, will be despatched as above on or about the 13th July.
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 22nd June, 1898. [78]

SAILING VESSEL.

FOR SAN FRANCISCO.

"HAWTHORNE."
Greig, Master, will load here for the above port and will have quick despatch.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 13th June, 1898. [74]

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma... 2,549 | A. Dixon... | July 2.
Victoria... 3,107 | J. Treebridge... | July 19.
Olympia... 2,608 | T. H. Dobson... | Aug. 6.
Astoria... 5,305 | J. Pantan, R.N.R. | Aug. 23.

ALSO
FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Braemar... 3,501 | E. Porter... | Aug. 13.
Mogul... 3,554 | W. H. Wright... | Sept. 10.
Columbia... 2,605 | A. Gow... | Oct. 1.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON 247.
Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK 241.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA 248.
Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.
For further information apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 17th June, 1898. [6]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"VERONA."
Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY and STRAITS, &c., on SATURDAY, the 9th July, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; or other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 15th June, 1898. [5]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
Bayern... Wednesday | 20th July.
Prins Heinrich... Wednesday | 17th Aug.
Darmstadt... Wednesday | 14th Sept.
Prinzess... Wednesday | 12th Oct.
Sachsen... Wednesday | 9th Nov.
Bayern... Wednesday | 7th Dec.
Prins Heinrich... Wednesday | 4th Jan. '99.

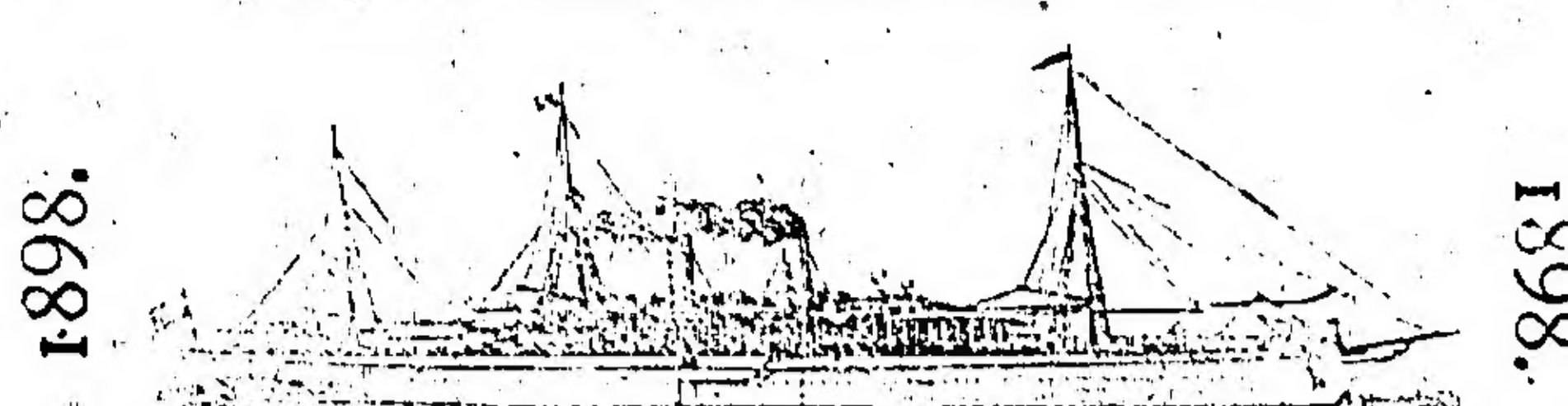
ON WEDNESDAY, the 20th day of July, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Prehn, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 18th July. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 19th July, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 19th July. Contents of Packages are required. No Parcel Receipts will be signed for less than 25.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.
For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 22nd June, 1898. [78]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



1898. SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 20th July, 1898.
EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.
EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Fiddler's Street.
Hongkong, 29th June, 1898. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 5th July, at Noon.
Belch (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 26th July, at Noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 13th Aug., at Noon.

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS to EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 2/6 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; in value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.
J. S. VAN BUREN, Agent.
Hongkong, 1st July, 1898. [1]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Barr's Buildings,
Hongkong, 6th March, 1898. [11]

Printed and Published by ETHELBERG FORBES SKERTCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

THE ANONYME DE TRAVAUX

DYLE ET EACALAN

Capital: 1,300,000

Head Office: 15, Avenue d'Antin, Paris

Branch Office (HONGKONG) 15, Praya Central

Branch Office (HONGKONG) 15, Praya Central

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A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not know. What you want is a cure for whatever ails them.

Scott's Emulsion

Is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making a solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and merry. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, secures, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, and throat, and all diseases for which it has been too much a fashion to employ mercury, sulphuric acid, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [66]

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—

For Sale.

FOR SALE.

THE FINE SCREW STEEL STEAMER
"SULTAN."

7,135 tons gross, 1,350-33 tons Register (builders' measurement); built in 1893 by Messrs. WOOD, SKINNER & CO., Newcastle-on-Tyne, England. The steel used in construction was tested by Lloyd's, and all requirements of the Institution at the date of launching were complied with.

The Engines were built by THE NORTH LONDON MARINE ENGINEERING CO. (Limited), and are triple expansion. Diameter of cylinders 24 in. and 36 in. and 56 in. the length of stroke 39 in., the Nominal Horse Power 3000. There are two steel boilers carrying 160 lbs. pressure each boiler having 3 furnaces.

The vessel has a cellular double bottom to

with all the most modern improvement, including combined steam and hand steering apparatus amidships, and screw gear act direct steam

The principal dimensions of the vessel are follows:—

Length 275 ft., beam 37 ft. 6 in., depth (moulded) 20 ft. 8 in. The cubic capacity held is 149,250 ft.³, equivalent to 3,553 tons 42 cubic tons to the ton. The vessel's consumption of coal is 18 tons per 24 hours, with a speed of 14 knots. Her bunker capacity is 600 tons.

Her draught, light, is 7 ft 10 in., and load

The vessel has been put in a complete state of repair under the superintendence of the Bureau Veritas representative, who has recommended the vessel for a class in the First Division 3/3 L. r. 1.

For further particulars apply to—
W. H. FORBES,
Secretary.
TAKU TUG and LIGHTER CO., Ltd.
Telegraph Address:
Calcutta, Tientsin.

FOR SALE!

**TYPHOONS! TYPHOONS!
TYPHOONS!**

**COPIES OF THE SECOND EDITION of the well-known and most useful work,
"THE LAW OF STORMS IN THE
EASTERN SEAS."**

BY
DR. W. DOBERCK,
Director of the Hongkong Observatory.

FOR SALE:—

At the "HONGKONG TELEGRAPH"
OFFICE,
No. 6, Pedder's Hill,
and at
Messrs. KELLY & WALSH, Ld.
" W. BREWER & Co.
" CHAS. J. GAUFF & Co.
" G. FALCONER & Co.
" LANE, CRAWFORD & Co.
" HEUERMAN, HERBST & Co.
" and
" F. BLACKBREAD & Co.
Hongkong, 31st June, 1897.

FOR SALE.

A **PAMPHLET** containing our Series
Articles by the *Telegraph's* Special
Correspondent entitled
"HINDRANCES TO THE DEVELOPMENT
OF TRADE IN KWANGTUNG
AND KWANGSI."
— ALSO —

The new TRANSIT PASS RULES, providing the sale of goods en route to inland markets

PRICE, 50 CENTS PER COPY.
" HONGKONG TELEGRAPH

No. 6, Pedder's Hill.
Worcester, 18th March: 1868.

The 4-1-1

THE OLD MAN'S ON DECK AG
AT
THOMAS'S GRILL ROOMS.
WHATS' THE MATTER WITH TH
TARIFF:—
BREAKFAST
TEEN
DINNER
3 MEALS DAILY (Monthly Rate)

E TIPPIN	FD	60800000
E DUNBAR	FD	10000000

TIFFIN & DINNER " " " " " "
BREAKFAST & TIFFIN " " " " " "
BREAKFAST & DINNER " " " " " "

**BEST OF VIANDS SERVED IN THE
BEST OF STYLES.**

J. K. GOODCHIEF
Manager

571

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in
elegant Building known as the
"NAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.
Passenger Elevator, from Entrance Hatch Floor, in charge of experienced Attendants.
Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

P. HOHM,
Proprietor & Manager

Hongkong, 3rd April, 1895.

THE KOWLOON HOTEL is now re-opened and resupplied as a thoroughly first class hotel, with everything of the best, Situated Suburban Situation, Unrivalled in the Colony. Cuisine a Specialty - no comparison. Liquors of carefully selected quality. Billiard-tables and Bowling-alleys excellent.

J. W. OSBORN
Proprietor.

April 2nd, 1895.

NOTICE.

NOT RESPONSIBLE FOR DEATH

Notwithstanding the foregoing, the Owners will be RESPONSIBLE for the BEST contracted by the Officers or members of the Crews of the following Vessels (their stay in Hongkong Harbour):
HAWTHORN BARK, Brit. Bk., Greig & Shanks
Tennis & Co.